

WSDOT Office of Transit Mobility Public Transportation and Rail Division

Theresa Smith

Policy and Planning Manager
WSDOT Public Transportation and Rail

Douglas B. MacDonald

Secretary of Transportation

Paula Hammond

Chief of Staff

PT&R Conference
August 23, 2005



2005 Washington Transportation Plan Update

- Data driven, analytically grounded and organized into major issue areas
- Statewide program and investment proposals for each major issue area
- Investment and program proposals prioritized into high, medium, and low priority categories
- Scale of proposed investment constrained by financial realities

Phase 1: Data and Approach Development

- Build statewide transportation “data library”
- Analyze statewide trends and system conditions
- Identify key issues and choices
- Share the learning and analysis with others

Phase 2: Developing the Plan Update

- Commission guided tentative judgments on scale and direction of investment programs
- WSDOT worked with RTPOs and others to develop proposals for investment plans and funding scenarios

(July 2005 - Remaining Efforts for Update)

- Commission matches priorities to funding scenarios
- Commission adopts the plan.

Major Issue Areas for this Update

- ✓ **System Preservation**
- ✓ **Safety**
- ✓ **Transportation Access**
- ✓ **Strong Economy & Good Jobs**
- ✓ **Moving Freight**
- ✓ **Health & the Environment**
- ✓ **System Efficiencies**
- ✓ **Bottlenecks & Chokepoints**
- ✓ **Building Future Visions**

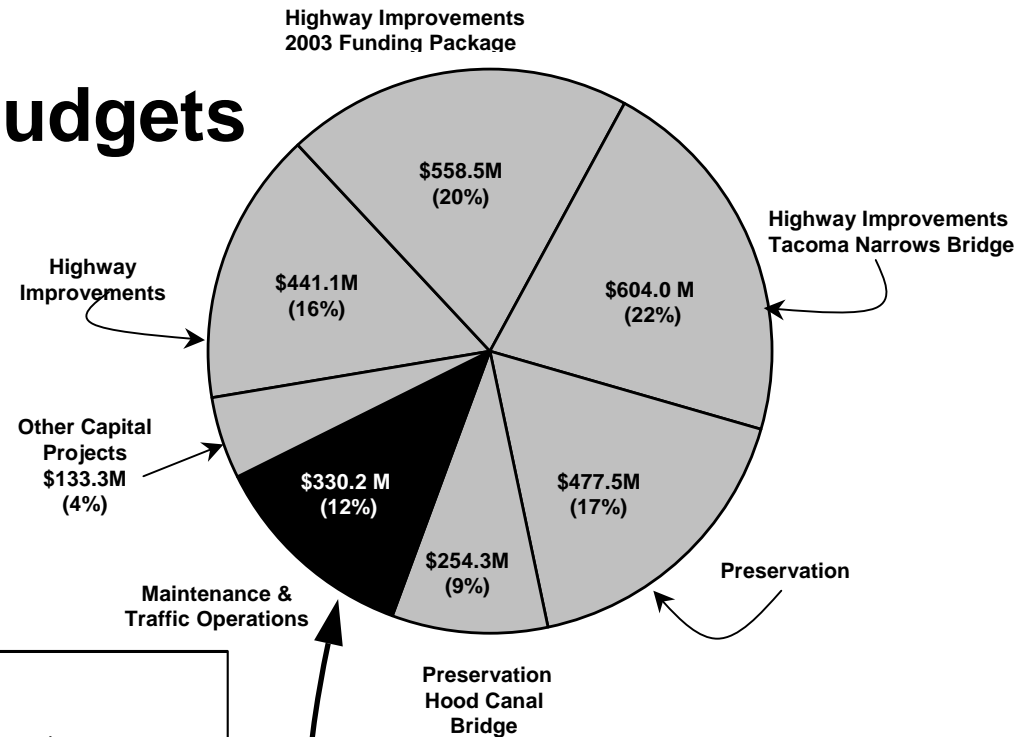
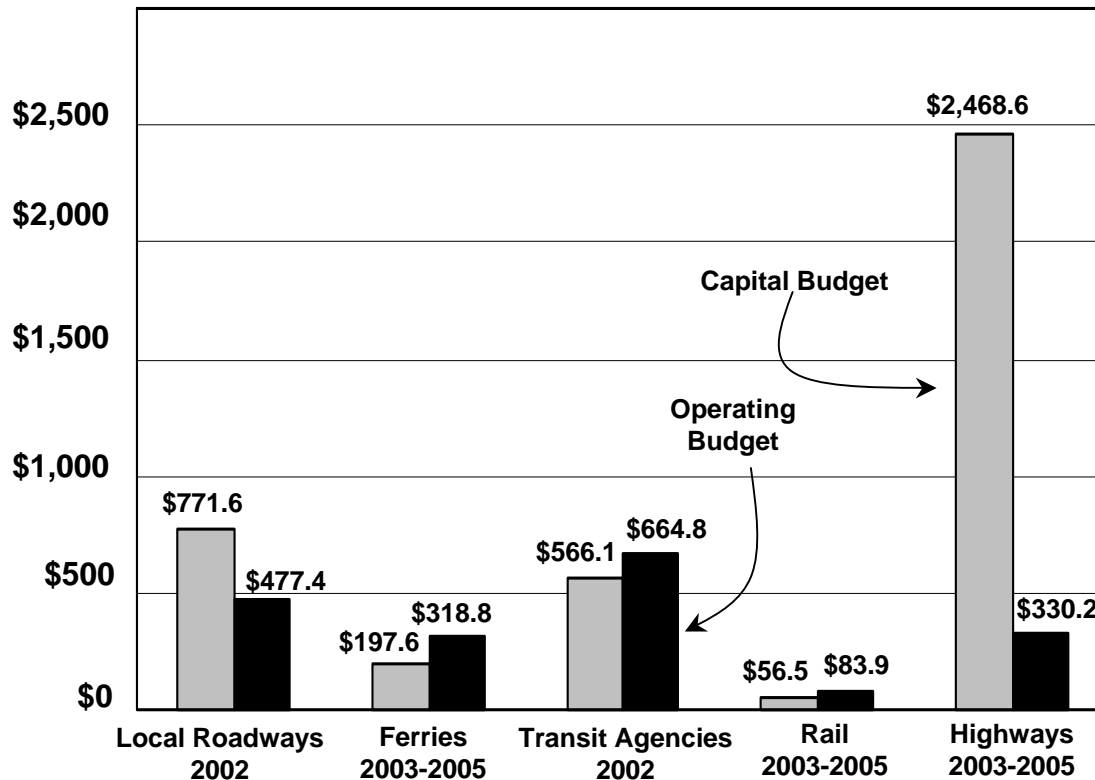
Snapshot of our approach

- Brought transit agencies and jurisdictions together to look at the data.
- Collectively determined the apparent needs or issues, and identified a menu of strategies to resolve the gaps.

Capital vs. Operating Budgets

- Maintenance/Operations investments are significant
- Operations expenditures account for more than half of the total budget for modes other than highways.

Capital vs. Operating Budgets
(in millions)



Expanding State Role

The loss of MVET funding left systemwide priorities unmet and the state with a modest role in public transportation. Growing travel demand and effective lower cost solutions were the catalyst for an expanded state role.

Transit Operations in Washington

- There are 28 transit systems currently operating in Washington State -- 20 of which are public transportation benefit areas.

2002 Statewide Fixed Route Statistics

- 93.9 million total vehicle miles
- 6.26 million total vehicle hours
- 148.8 million passenger trips

Infrastructure/Facilities

- 205 High Occupancy Vehicle lane miles since 1973
- 294 park and ride lots

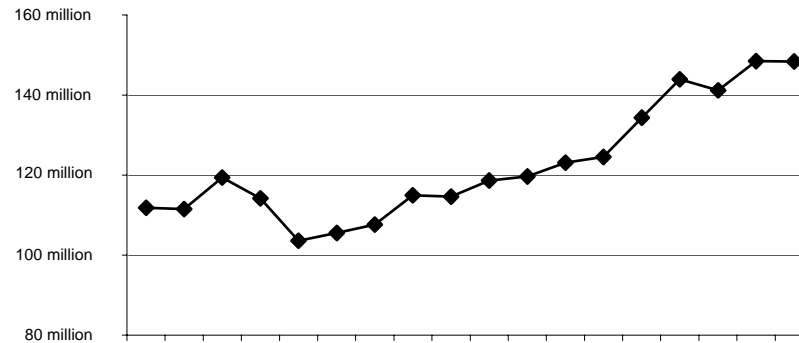
Public Transportation

- Over 2,700 transit buses operating statewide
- 1,600 vans supporting vanpools across the state

Other Transportation Programs

- Transportation Demand Management
- Demand Response

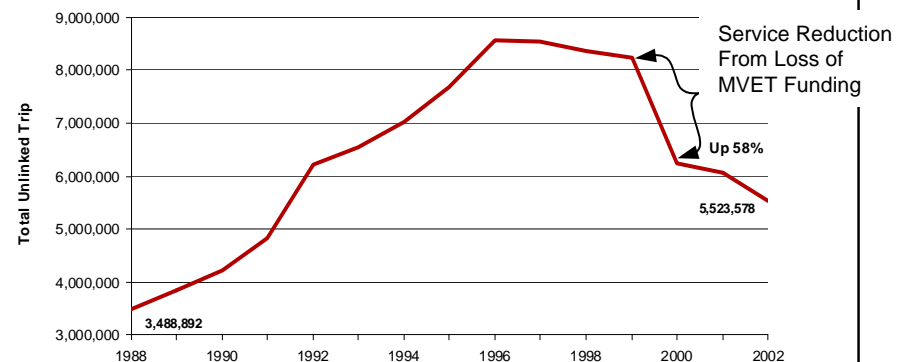
Annual Unlinked Passenger Trips



Volumes noted are Annual Unlinked Passenger Trips. All data is from the National Transit Database (NTD). King County Metro includes: MB (Motor Bus) and TB (Trolley Bus) SC (Street Car) unlinked trips. All others are MB (Motor Bus) unlinked trips. *no data reported to the NTD for this year **In the 1980 US Census, some suburban population areas were reclassified as urban areas. As a result, the transit systems serving these areas were then required to begin submitting yearly operating data to the National Transit Database - many of these beginning reporting in 1983.

Rural Transit 1988 to 2000 Ridership Growth Total Unlinked Trips

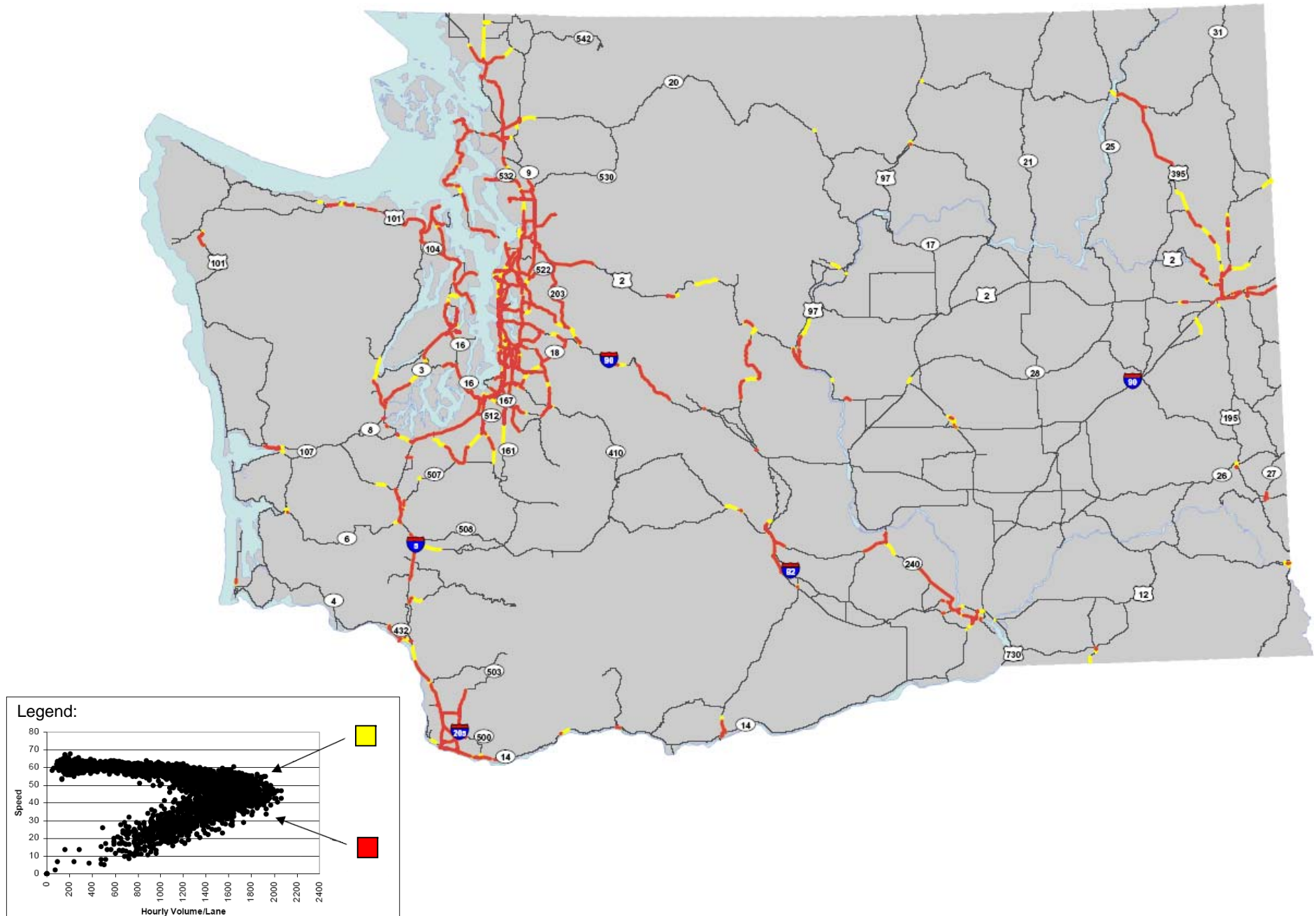
Rural Transit
1988 to 2000 Ridership Growth



Source: WSDOT Annual Statistical Summary of Public Transportation (1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, & 2001)

Skagit Transit and Link Transit account for 2 million of the lost trips.

Future Statewide Conditions



Public Transportation Efficiency through HOV

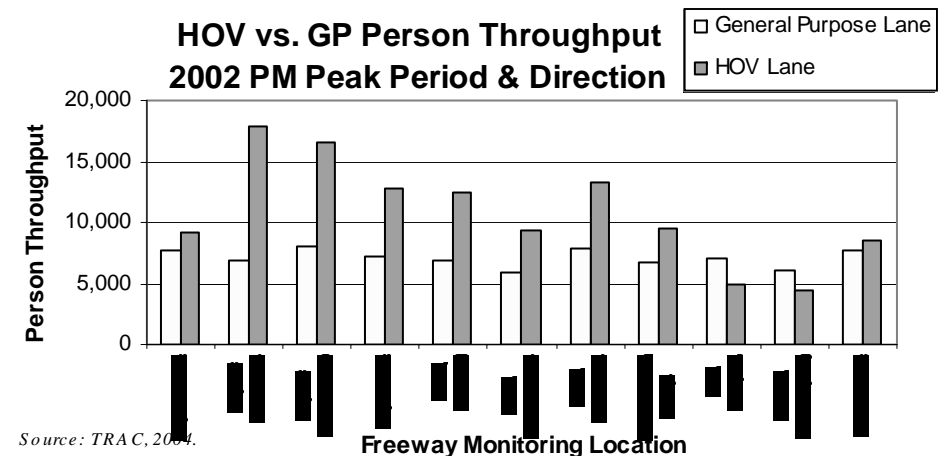
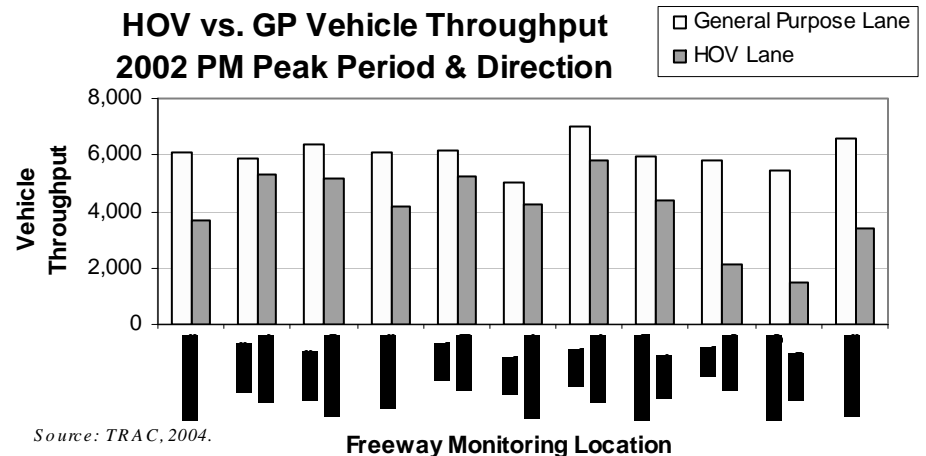
GP lanes move more vehicles than HOV lanes

- Vehicle throughput during the PM peak period in the peak direction :
 - Approx. 45,000 vehicles in the Puget Sound Region.
 - Throughput in GP lanes was generally higher than in adjacent HOV lanes.

But, HOV lanes are more efficient as they move more people

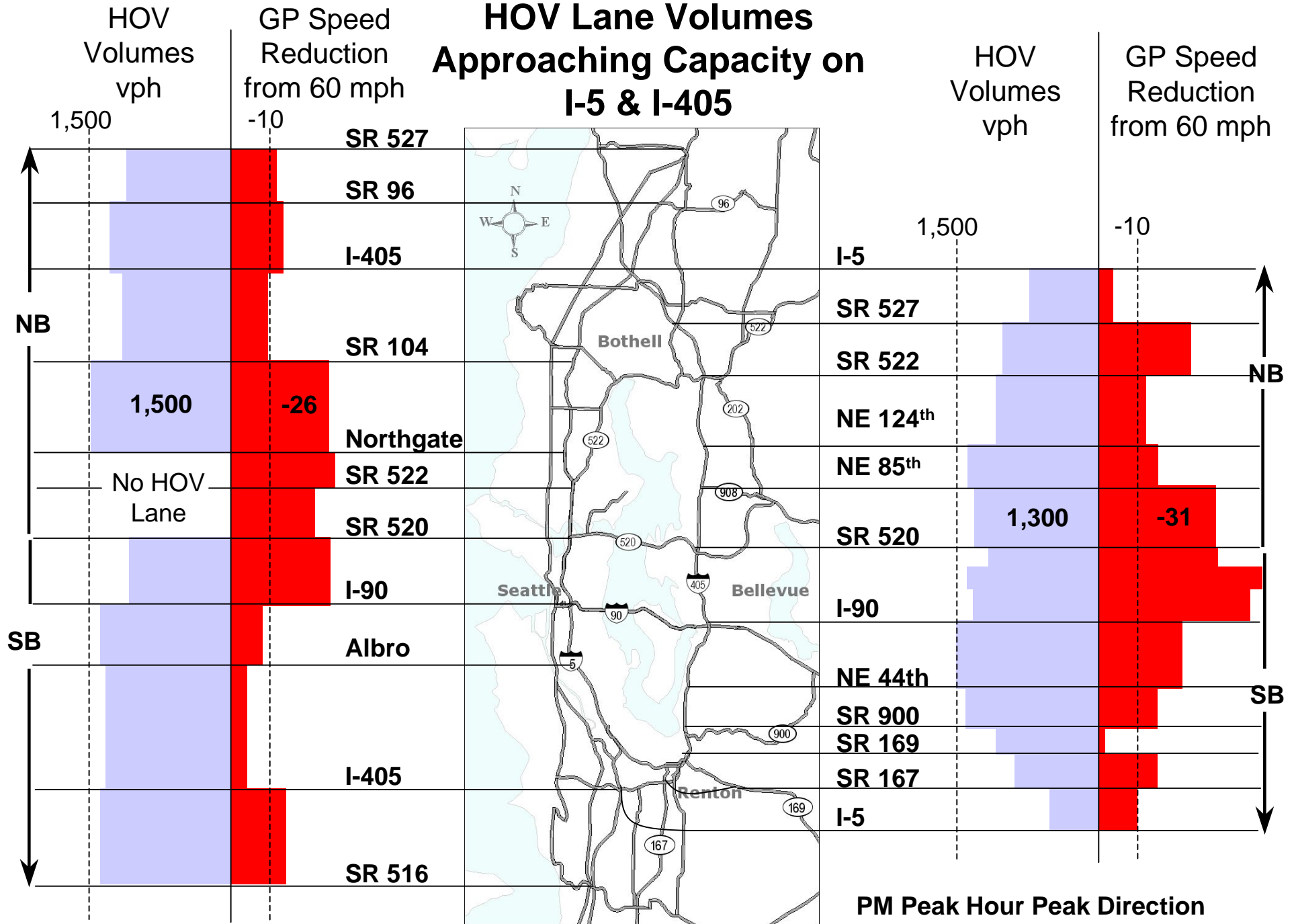
- Person throughput per lane PM peak period peak direction:
 - Approx. 120,000 people in the Puget Sound Region.
 - Throughput in HOV lanes was higher than in adjacent GP lanes in all but two locations.

HOV lanes throughput 33% of the people in only 18% of the vehicles during the PM directional peak.



- The average speeds corresponding to these graphs were:
 - HOV: 59 mph
 - GP: 44 mph

HOV Lane Volumes Approaching Capacity on I-5 & I-405



Expanding State Role in Public Transportation

2005 Substitute House Bill 2124

In 2005, the Washington State Legislature increased the state's role in public transportation by adopting Substitute House Bill 2124 which established the WSDOT Office of Transit Mobility within the Public Transportation and Rail Division and created a new grant program to support the program goals as identified in the new law.

Goals for WSDOT in the creation of the Office of Transit Mobility

The primary goals for the office are to 1) facilitate the connection and coordination of transit services and planning, and 2) maximize opportunities to use public transportation to improve efficiency of transportation corridors.

The Office of Transit Mobility will oversee the Regional Mobility Grant Program, a new grant program designed to fund public transportation efficiency projects. The law provides for projects such as park and ride lots, rush hour transit service, and increased person throughput in route development and corridor planning.

Funding for the grant program includes \$20 million in 2005-07 and \$40 million in the following biennia. This biennial grant program is coupled with an additional \$30 million (over 16 years) for park and ride preservation through gas tax revenue.

Office of Transit Mobility - Planning Program

The department is to play a guiding role in coordinating public transportation services, increasing connectivity between those services, advocating public transportation to increase corridor efficiency, and increase integration of public transportation and the highway system.

- Statewide strategic plan that creates common goals for transit agencies and reduces competing plans for cross-jurisdictional service
- Park and ride lot program
- Encourage long-range transit planning
- Provide expertise to improve linkages between regional transportation planning organizations and transit agencies
- Strengthen policies for including transit and TDM strategies in route development plans, corridor plans and budgets
- Recommend best practices for integrating transit and TDM strategies in regional and local land use plans to reduce traffic and improve mobility and access
- Produce recommendations for public transportation in the Washington Transportation Plan
- Participate in all aspects of corridor planning, including freight, ferry and passenger rail planning
- Establish performance objectives and report to the Secretary quarterly results
- Review local and regional transportation plans for the adoption of common goals. The goals should reflect local direction and needs and consistency with the Growth Management Act

Regional Mobility Grant Program

Regional mobility grant program to aid local governments in funding projects such as:

- a. Inter-county connectivity service
- b. Park and ride lots
- c. Rush hour transit service
- d. Projects that improve connectivity and efficiency of the transportation system.

Identify cost-effective projects that reduce delay for people and goods and improve connectivity between counties and regional population centers.

Call for projects and/or service proposals from transit agencies and local governments shall by November 1 of each year.

Submit a prioritized list of all projects requesting funding to the legislature by December 1st of each year. The prioritized list will reflect the department's recommendation as well as all projects and service proposals submitted.

Report annually to the Legislature on the status of Regional Mobility grants projects funded by the program.

Selection of grants shall be based on a competitive process and competition shall be consistent with the following criteria:

Local, regional and state transportation plans; local and regional transit development plans; and local comprehensive plans.

The department shall consider the following criteria in selecting programs and projects:

State and federal planning requirements and projects that enhancing the efficiency of regional corridors in moving people among jurisdictions and modes of transportation, energy efficiency issues, reducing delay for people and goods, among other mobility issues.

Report to the Legislature every two years on grant allocation methods, equitable distribution of the grants, and program effectiveness.

WSDOT Office of Transit Mobility Committees

The WSDOT Office of Transit Mobility is aided by two committees

The committees are composed of statewide representatives from Cities, Counties, Transit Agencies, Regional Transportation Planning Organizations and the Commute Trip Reduction Task Force.

Advisory Committee

Joyce Olson, Community Transit, Marty Minkoff, Sound Transit, Susan Meyer, Spokane Transit, Steve Clancy, Whatcom Transit, Wendy Clark-Getzin, Kitsap Transit, Glenn Miles, Spokane Regional Council, Lon Wyrick, Thurston County Regional Council, Mary Place, City of Yakima, Paul Kaftanski, City of Everett, Bill Roach, Commute Trip Reduction Task Force, Kevin Desmond, King County Metro, Lynne Griffith, C-Tran, Martha Rose, Island Transit, Leo Bowman, Ben Franklin Transit, Charlie Howard, Puget Sound Regional Council, Dean Lookingbill, SW Washington RTC, Jemae Hoffman, City of Seattle, Kim van Ekstrom, City of Redmond, Rod Thornton, City of Pullman, Brian Ziegler, Pierce County

Grant Technical Work Group

Mike Harbour, Intercity Transit, Peter Heffernan, KC Metro, Patricia Levine, Pierce Transit, Joy Munkers, Community Transit, Karen Richter, PSRC, Dale Robins, SW Washington RTC, Charlie Shell, City of Seattle, Brad Windler, Ben Franklin Transit, Lisa Wolterink, Sound Transit

Where are We Now?

The Advisory Committee and Grant Technical Work Group have had an ambitious schedule of meetings to address the first year grant program needs. Meeting a total of 6 times in the last 6 weeks.

The committees have formed a draft call for projects with the needs of the grant applications and a description of the criteria. Both committees will be meeting on September 2nd to jointly discuss and reach a final consensus on the grant call for projects, criteria, and prioritization process.

Timeline of Key Events

- July, August, and September – Advisory Committee and Grant Technical Work Group develop grant call for projects, criteria, and prioritization process.
- Early September – Advisory Committee and Grant Technical Work Group finalize grant call for projects.
- Mid September – Call for projects goes out.
- September 20th and October 11th – OTM conducts project workshops.
- November 1st – Project proposals due to OTM.
- November – Advisory Committee, Grant Technical Work Group, and OTM staff work on prioritization of project proposals.
- December 1st – Prioritized list of project proposals due to legislature.
- January – Advisory Committee begins 2006 strategic business plan development.

For the latest information on WSDOT OTM

Please visit our website at:

<http://www.wsdot.wa.gov/transit/otm/default.cfm>

Or contact us:

Theresa Smith

(206) 464-1282

Smithtl@wsdot.wa.gov

Janice Hamil

(206) 464-1284

hamiljk@wsdot.wa.gov